

50X1-HUM

## CD NO.

DATE DISTR 15 NOV 51

NO. OF PAGES 1

NO. OF ENCLS.  
(LISTED BELOW)

SUPPLEMENT TO  
REPORT NO.

50X1-HUM

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

1. At the end of July 1950, the Sovromtransport Directorate in Bucharest received the following instructions from the Directorate of Engineering of the Ministry of Armed Forces:
  - a. To construct two pontoon bridges, type C.35, in one of the Sovrom-transport shipyards.
  - b. To complete the work in the shortest possible time and to give an advance estimate of the expected date of completion.
  - c. Payment would be made via the National Bank.
2. The Sovromtransport Directorate instructed Engineer Iosif Dur to carry out the order. Dur then proceeded to the Sovromtransport shipyards at Orsova, where the pontoons were to be built. In the meantime, the Directorate of Engineering of the Ministry of Armed Forces issued further instructions to the effect that whenever 20 pontoons were completed, they were to be collected by Army engineers.
3. In October and November 1950, the 23 August Factory (former Halaxa Factory) produced five truck loads of metal linking pieces for the two bridges.
4. The C.35 pontoon bridge was invented by a Rumanian (Engineer Colonel) named Cazaviac. He was a regular engineer officer who was dismissed from the service as he was not a member of any Communist Party organization. Subsequently, he was reinstated and appointed to the engineering department of the General Staff College (Scoala Superioara De Razboi).

Document No. 009  
 No Change In Class. ☐  
☐ Declassified  
 Class. Changed To: TS S (D)  
 Ref: HR 70-2  
 Date: 28 AUG 1978

50X1-HUM

**CONFIDENTIAL**

CONFIDENTIAL

[illegible]